Event

MPTS AJET
ON 3102
IFT

Mission

OPERATIONAL NAVIGATION Simulator
1.3 HOURS / X

ORM

ON 3102

- **OPERATIONAL REQUIREMENTS / LIMITATIONS**
  - **CREW REST/ CREW DAY / WORK WEEK**
  - **WARM-UP ELIGIBILITY**
  - **PREVIOUS FLIGHT COMPLETE?**
  - **IP CURRENCY**
  - **READ AND INITIAL**

- **HUMAN FACTORS**
  - **LIFE STRESSORS / EXTERNAL FACTORS/ PERSONAL PROBLEMS**
  - **MEDICAL STATUS**
    - **CREW DAY**
    - **CREW REST**
    - **NOURISHMENT**
    - **HYDRATION**

- **HAZARDS AND CONTROLS**
  - **ROUTINE**
  - **WEATHER**
    - **CURRENT OBSERVATIONS AND FORECASTS**
    - **CROSSWINDS**
    - **FUEL CONSIDERATIONS**

TTO

ON 3102

- **WHO WILL CALL A TTO?**

- **WHAT SITUATIONS WILL THE TTO BE CALLED?**
  - **SAFETY**
  - **CONFUSION**
  - **MISUNDERSTANDING**

- **IP RESPONSIBILITIES**
  - **RECOGNIZE THE NEED FOR A TTO**
  - **EXPLANATION / INSTRUCTION AS NECESSARY**
  - **DOCUMENTATION ON ATF**

- **WHEN AND HOW WILL TRAINING RESUME?**

SSR / DISCUSS ITEMS

ON 3102

- **SPECIAL SYLLABUS REQUIRMENTS:**
  - **NONE**
- **PREREQUISITES:**
  - **ON 3101**
- **DISCUSS ITEMS:**
  - **NATOPS/SOP/EP QOD**
  - **MFD FAILURE**
  - **LOW ALTITUDE HAZARDS**

SYLLABUS NOTES

ON 3102

A. SNA IS REQUIRED TO COMPLETE FOUR ORIGINAL JMPS-GENERATED ONAV CHARTS, SIMULATOR AND AIRCRAFT COMBINED, DURING SINGLE PLANE ONAV'S. THE SNA IS AUTHORIZED TO COPY THE ORIGINAL CHART FOR THE IP ON THOSE FLIGHTS.

B. STUDENTS MUST HAVE A MINIMUM 24 HOURS NOTICE PRIOR TO EACH PREVIOUSLY UNPLANNED ONAV EVENT FOR PREFLIGHT PLANNING.

C. ALL ONAV ROUTES SHOULD BE FLOWN AT 360 KNOTS.

D. ON 3102. INTRODUCE RESPONSE TO WEATHER ON ROUTE AND EXECUTE BINGO PROFILE.

E. ON 3103. INTRODUCE LOW LEVEL WAYPOINT NAVIGATION.

BRIEF / CONDUCT

ON 3102

- **VR 1030 - NON SYSTEM LOW LEVEL ROUTE**
  - IMC TRANSIT TO ENTRY POINT
  - ROUTE ENTRY & EXIT COMMUNICATIONS
  - DEAD RECKONING
  - TURN ON TIME
  - CLOCK TO CHART TO GROUND
  - ALTITUDE, TIME & COURSE CONTROL
  - IN-FLIGHT COMPUTATION & CORRECTIONS
  - CHART INTERPRETATION
  - INTERMEDIATE CHECK POINTS
  - TURN POINT HABIT PATTERN
  - WEATHER RESPONSE
  - BINGO OFF ROUTE / DIVERT
  - LANDING(S)

BLOCK MIF

ON 3102

CTS REF	MANEUVER	ON3103
1	General Knowledge/Procedures	4+
2	Emergency Procedures	3+
3	Headwork/Situational Awareness	3+
4	Basic Airwork	4+
5	Mission Planning/Briefing/ Debriefing	4+
6	Communications	3+
7	Ground Operations	4+
8	Flight Admin	3+
10	Takeoff	4+
11	Departure	4+
12	Enroute Navigation	4+
40	Route Entry	3+
40	Dead Reckoning	3+
40	Low-Level Waypoint Navigation	3+
40	Altitude Control	3+
40	Time Control	3+
40	Course Control	3+
40	In-flight Computation	3+
40	Chart Interpretation	3+
40	Turns	3+
40	Ridge Crossing	1
40	Weather Response	3+
40	Route Abort/Exit	3+
2	HUD Failure	1+
2	Bingo	3+
13	Descent/Field Entry	3+
21	Minimum/Emergency Fuel Approach	3+
23	FF Roll-and-Go	3+
23	Landing(s)	3+
	Special Syllabus Requirements	1

STANDARD DEBRIEFING FORMAT

ON 3102

- THE FLIGHT LEAD OR PILOT-IN-COMMAND IS RESPONSIBLE FOR ENSURING ALL FLIGHT OR CREWMEMBERS ARE THOUROUGHLY DEBRIEFED ON THE CONDUCT OF THE MISSION UTILIZING THE "S-P-B-E-MS-LL" FORMAT OUTLINED BELOW.

I. SAFETY
II. PLANNING
III. BRIEF
IV. EXECUTION
V. MISSION SUCCESS
VI. LESSONS LEARNED